

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

June 13, 2013
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Simas, Commissioners Bishop, Jokinen, Lampe, Larrivee, Tanaka

COMMISSIONERS ABSENT: None

STAFF PRESENT: Paul Krawczyk, Mike Mattar, Maria Koengeter, Philip Harris, Eric Miller, Mike Ingram, Kevin McDonald, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting began without a quorum at 6:30 p.m. by Commissioner Lampe who presided until the arrival of Chair Simas. A quorum was reached at 6:42 p.m.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Bishop, who arrived at 6:42 p.m.; Commissioner Larrivee, who arrived at 7:07 p.m.; and Chair Simas, who arrived at 7:11 p.m.

3. STAFF REPORTS

Senior Project Manager Paul Krawczyk alerted the Commissioners to an open house on July 18 at Lewis Creek Park at 4:30 p.m. for the analysis being done for the intersection of Lakemont Boulevard and Cougar Mountain Way. He said the possibility of installing a traffic signal or roundabout at that location is being studied.

Mr. Krawczyk reminded the Commissioners that the annual Commission retreat would be at Lewis Creek Park on July 11 beginning at 5:30 p.m.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS – None

5. REPORTS FROM COMMISSIONERS

Commissioner Lampe reported that he and Commissioner Bishop attended the Growing Transit Communities forum put on by the city and Sound Transit recently. The discussion was

focused on transit-oriented development opportunities in the area, with a particular emphasis on the Bel-Red corridor.

Commissioner Lampe said he and Commissioner Larrivee also recently presented the transit master plan transmittal memo to the City Council. The Council approved everything essentially as proposed by the Commission. He said Commissioner Larrivee addressed the expected gap in funding by highlighting the need to come up with some innovative ideas to serve those who have gotten used to being served by transit. He suggested that Hopelink and other non-profit organizations may want to step into the gap to address some of the need.

6. PETITIONS AND COMMUNICATIONS

Ms. Barbara Spindel, president of the Newport Way Library Association, addressed the need for sidewalks along Newport Way. She said she has been a member of the organization for the past 15 years and began asking for sidewalks in 2007, first from King County and after annexation from Bellevue. The area along Newport Way between Tyee Middle School and 150th Avenue SE is a major thoroughfare connecting three public facilities, all of which serve children. There is no means of public transportation along the corridor; there are no buses, no sidewalks, and no bicycle paths. There are, however, pedestrians and people on bicycles who need to be safeguarded. In talking with city staff, it has been learned that in order for the project to move ahead, it must first be included in the Capital Investment Program which will not be updated again until December 2014. The topography of the area means the project will not be inexpensive, yet it is vital for the safety of those who use walk and bike along the roadway. Confusingly, the roadway appears to have a different speed limit for each direction of travel. Accurate traffic counts and a determination of the average speed of travel would help to point out the need to address the safety concerns.

Commissioner Lampe thanked Ms. Spindel for bringing the issue to the attention of the Commission. He said he was aware that the matter had also been made known to the Council.

Capital Programming Implementation Manager Eric Miller said staff has been requested to prepare and deliver to the Council at its June 17 meeting a management brief on the broader annexation area capital fund approved by the Council as part of the CIP during the last update. With that money in mind, the brief will include an assessment of maintenance issues and pedestrian facilities, as well as some of the more major needs, throughout the annexation area. The report to the Council will include a recommendation regarding where to spend the dollars. Some are already being spent to improve the intersection of Newport Way and 150th Avenue SE. The design of a piece of sidewalk connecting 150th Avenue SE to Eastgate elementary school is in the early stages. During 2012 the Commission reviewed the neighborhood sidewalk project list, which included a facility along Newport Way, and the staff agree it would be a good place to spend some of the annexation dollars. The current situation is less than ideal given the narrow shoulders, but to implement the full project identified in the ped/bike plan would cost some \$10 million, though an interim project could be done for less and

possibly even in segments.

Mr. Joe Pham, president of Monthaven Homeowners Association, said at least ten of his neighbors are anxious to see construction of a sidewalk along Newport Way started. Deputy Mayor Robertson has engaged in dialog via email regarding the project in which she indicated her support at least at the level of early design money at a minimum in the next budget. Several seniors who live in the neighborhood have indicated they would like to walk to the South Bellevue Community Center but drive instead for safety reasons. A study done in 1994 indicates the need, so another study is not needed.

Mr. Randy Brown, block watch captain for the Somerset North Slope, said his property borders Newport Way near what is commonly referred to as Deadman's Curve, which is a blind spot in the roadway. He said the residents he represents are very concerned about safety. People are walking and kids are on bikes in places that are really unsafe along Newport Way. Pastor David Tinney was injured while biking on the roadway and barely avoided death. A sidewalk or safe path is needed.

7. APPROVAL OF AGENDA

The agenda was approved by consensus.

8. DISCUSSION/ACTION ITEMS

B. East Link Project and Station Area Planning Update

Principal Planner Maria Koengeter stated that since 2011 when the city signed a Memorandum of Understanding with Sound Transit which defined an alignment for the East Link light rail line through Bellevue, the city and Sound Transit have been working closely on potential cost saving options and design modifications to optimize the alignment. In April 2013 final changes were made to the alignment, and Ms. Koengeter highlighted them for the Commissioners.

Answering a question asked by Commissioner Bishop, Ms. Koengeter said the city is working with Sound Transit to incorporate the planned ped/bike trail along Bellevue Way, including a four-foot planter and a ten-foot sidewalk. Part of the sidewalk will cantilever over the trench in which the light rail will run from Winters House north to the Y at 112th Avenue SE. Commissioner Bishop offered the suggestion that it might be less expensive to cantilever more of the sidewalk over the trench in order to reduce the amount of cut into the hillside on the other side of the road to accommodate the HOV lane. Mr. Krawczyk said he would ask about that option and get back to the Commission with a response.

Ms. Koengeter explained that the tracks will stay in a cut all the way to the Y and then at SE 15th Street modification will be required that will limit the Bellefield residential and office

park driveways to right-in/right-out only. The Bellefield residential park will have left-in/left-out at its southern entrance. In the Council resolution there was an option for a connection from Surrey Downs through the Bellefield residential park, but both communities have since indicated a strong opposition to the connection, so the Council will in the coming weeks formally communicate that position to Sound Transit.

The cost-saving option at SE 4th Street is to keep the light rail line at grade. The roadway will in fact be closed and limited to emergency access only. Some modifications will be required to permit access to Surrey Downs Park, which will be explored through the Surrey Downs Park Master Plan update in conjunction with the local community.

The downtown station will be located on the south side of NE 6th Street between 110th Avenue NE and 112th Avenue NE. The station will be at grade instead of in a tunnel and will include extra station and pedestrian enhancements to help make up for the lack of access south of NE 4th Street.

Ms. Koenigter said Sound Transit recently hosted a series of open house events focused on the light rail stations in Bellevue. Input was sought from those attending regarding station design, names, and art opportunities. The city will be coordinating with Sound Transit through the final design process and will undertake its own work program to fulfill the commitments of the MOU, including the purchasing and transferring of city-owned property rights to Sound Transit, continuing the collaborative design process, and developing a permitting plan. The Council has authorized the formation of a CAC to review the light rail permit applications that are expected to start coming in in the fall.

Senior planner Philip Harris explained that station area planning is a process for developing a collective vision for each of the transit station areas. The process will focus on the area within a quarter mile to a half mile around each station, which roughly translates into a five- or ten-minute walk. The work will be distinct from the work of designing the actual stations and the transitways, which will be done by Sound Transit. The station area planning work will seek to assure compatibility with each neighborhood and optimize connectivity through meaningful community involvement. The planning process may lead to projects being added to the CIP.

Mr. Harris shared with the Commissioners the proposed station area planning schedule, noting that the work will be staggered to make sure there will be sufficient staff resources to do the work. Some of the downtown planning is under way as part of the Downtown Livability initiative and the Downtown Transportation Plan update. The South Bellevue park and ride planning effort will kick off later in the summer followed in the first quarter of 2014 by the East Main work and then in the third quarter of 2014 the 120th Avenue NE station area planning. One of the biggest challenges will be the hospital/Wilburton station area planning. That work will not begin until most of the downtown planning is completed, except that the pedestrian access issues will be studied beginning late in 2013.

Commissioner Lampe asked if there is any sense yet as to which segments Sound Transit will begin construction on first. Mr. Harris said that will not be known until the final design is completed and the construction schedule is developed.

Mr. Harris said public outreach will play a big role in the station area planning work. A broad range of stakeholders will be involved. CACs will be formed to review the permitting requirements for each station; the work may be more formal for some of the stations, particularly for those that have associated and complicated land use questions. There will be regular updates provided to the Commission as the process moves forward.

Mr. Harris said START is Sound Transit's art program. As required, funds will be set aside for the inclusion of public art around the stations. Sound Transit will drive the process with input from the Arts Commission.

Commissioner Larrivee asked to what extent the city will be involved in defining mitigation measures. Ms. Koengeter said the identification of mitigation will be an ongoing effort. The environmental process that was recently completed identified what is considered to be a base level of mitigation. When Sound Transit comes in for permits, which is expected to commence in the fall, there will be additional conversations about fine-grain site-specific mitigations to be required. The CAC will play an advisory role in weighing in on those requirements.

Commissioner Larrivee said he hoped the overall process will pay particular attention to the Light Rail Best Practices CAC report. Ms. Koengeter noted that earlier in the year the Council adopted the light rail overlay code that specifically calls out the Light Rail Best Practices report and the recommendations it contains as a guiding document to be relied on during permitting. The formation of a CAC was in fact a recommendation of the best practices report.

Commissioner Bishop asked what role the Commission will play in the overall process. Chair Simas said the Commission will play an advisory role along with the city's other boards and commissions. As the Commission learns more from the periodic updates, it will have the opportunity to provide the Council with advice. Commissioner Lampe proposed the Commission should discuss its role at the upcoming retreat.

A. 2013-2024 Transportation Facilities Plan

Commissioner Bishop pointed out a typo in the fourth paragraph on the first page of the memo dated June 5 addressed to the Commission in which a reference is made to the 2009-2020 draft EIS. Senior Transportation Planner Mike Ingram said he would correct that mistake in the draft.

Mr. Ingram reminded the Commissioners that the comment period for the TFP has closed. Subsequent to the May Commission meeting written comments were received from the Muckleshoot Indian tribe, Kemper Development Company and Wright Runstad. The

comments from the Muckleshoot tribe focused on where projects interface with streams; they particularly noted the need to address fish passage issues, and revisions will be incorporated in the Final Environmental Impact Statement to more fully address the issue. The tribe also had comments about the design of stream crossings and pointed out that there is new guidance from the Washington State Department of Fish and Wildlife to be followed, and the Final Environmental Impact Statement will recognize that as well.

Kemper Development Company commented in support of the capacity projects for the downtown. They voiced concerns about the fact that for the most part the projects are not funded for implementation. They also commented with regard to the Wilburton MMA level of service and suggested it should not be raised. Comments were also made with regard to the land use forecasts for the downtown. Responses to those comments will be included in the Final Environmental Impact Statement.

Wright Runstad and Company expressed the opinion that the Wilburton MMA level of service standard should be raised. They also were in favor of implementation funding for the NE 15th Street Zone 1 segment, and offered comments regarding the transportation forecast assumptions relative to modeshare in the Bel-Red corridor. Their comments will also be addressed in the Final Environmental Impact Statement.

Mr. Ingram said staff anticipates publishing the Final Environmental Impact Statement in about a week.

Commissioner Bishop observed that the TFP description of the West Lake Sammamish Parkway project says the project will install a traffic signal. When the TFP was drafted that decision had not yet been made. A decision has since been made, at least temporarily, and the project is under construction without a signal. Mr. Krawczyk said the decision made was to defer the signal, not to delete it. It will remain a part of the project until such time as it is formally deleted.

A motion to add "if warranted" to follow "a signal at SE 34th Street" in the project description of TFP-078 was made by Commissioner Bishop. The motion was seconded by Commissioner Lampe.

Chair Simas asked if there is a clear definition the city uses of what "if warranted" means. Mr. Krawczyk said there is and it is based on traffic volumes.

Chair Simas asked if staff had any concerns about inserting the language as proposed. Capital Programming Implementation Manager Eric Miller suggested it is not necessary to add "if warranted" to the description but said staff had no argument against it.

The motion carried 5-1, with Commissioner Tanaka voting against.

With regard to the revenue picture, Mr. Miller said the project list is within the projections. The adoption of the city's 2013-2019 CIP set in place a lot of monetary policy. The projections built into the seven-year plan are used and extended out over the 12-year TFP planning period. He stated that the Public Works Trust Fund Board has recommended to the legislature that they fund \$390 million plus projects statewide with low-interest loan dollars. The legislature, however, has yet to reach consensus on the budget and the Public Works Trust Fund allocation is in question. One assumption included in the TFP revenue package is that the city will receive \$2.9 million from the Public Works Trust Fund.

Mr. Miller reviewed with the Commissioners the 2013-2019 CIP revenues and expenditures for transportation-related projects and explained the projections for the TFP based on current levels of expenditures and ongoing programs. He noted that the total TFP funding allocation is less by about \$4 million from the projected available funding, but should the \$2.9 million from the Public Works Trust Fund be lost most of the cushion will be lost.

Commissioner Bishop called attention to the \$81.8 million projected to come in from impact fees and developer contributions and asked if things are on track to meet that projection. Mr. Miller said the revenue source is on track. The projection is that \$3.6 million will be generated in 2013, an amount that will step up over time, particularly in 2016 when the fee rate is set to increase to \$5000 per trip. The Commissioners agreed with a recommendation from Mr. Miller, that the NE 6th Street extension project, project TFP-211, will not be included in the proposed impact fee project list and as such it should not be shown as an impact fee project on the TFP project list.

Mr. Miller said projects totaling \$173 million are eligible for impact fees. When that number is split based on modeling work that shows 21,644 new trips will result from new development, the per-trip cost comes out to be \$5311, which is greater than the 2016 impact fee of \$5000 per trip.

Commissioner Lampe asked if the city is seeing developers accelerate projects in order to avoid the 2016 impact fee increase. Mr. Miller said there are a wide variety of factors that go into the cost of development. One factor is impact fees, but it is clearly overshadowed by things like the cost of land, the cost of financing, and permitting fees. The impact fee was increased at the beginning of 2013 and there was no rush at the end of 2012 to get projects permitted. Development schedules have more to do with the economy than impact fees.

Mr. Ingram said the TFP will be presented to the Council in study session on June 24. Mr. Miller reminded the Commission that city code requires the Transportation Commission to present to the Council the Transportation Facilities Plan update.

Commissioner Bishop asked if the NE 15th Street connection that was added as an alternative to the EIS is included on the list of TFP projects. Mr. Ingram said it is but not with sufficient funding to actually build the project. There is money for right-of-way acquisition and design

of the segment from 116th Avenue NE to 120th Avenue NE. That is consistent with the direction received from the Commission.

Chair Simas asked what the decision points will be relative to the HOV lane on Bellevue Way. Mr. Miller said the southern segment of the HOV between the park and ride lot and I-90 will be constructed by Sound Transit as part of their mitigation. The section from the park and ride north, if it goes ahead, with a price tag of \$20 million, will have to be paid for by the city. The project is in the TFP and as such can be a candidate for capital funding in the CIP process in 2014, but it would have to compete for funding along with every other project. If the Council ultimately decides against going ahead with the project, the \$20 million in the TFP will be freed to be allocated to other projects.

Commissioner Lampe pointed out that because the Bellevue Way HOV project is in the TFP, the transmittal memo should include note of the fact that the Commission discussed the issue. To the extent it has a bearing on the downtown transportation plan, the issues should be thought through very carefully. The memo should make it clear that if the project will not be going ahead there will be funds to reallocate.

Commissioner Bishop said he favored not stirring that pot. The project will be addressed in the next budget cycle anyway.

Chair Simas said he would prefer to submit the memo as is and make verbal reference to the project when presenting the TFP to the Council as an issue that will need to be addressed. There was consensus in favor of taking that approach.

A motion to approve the TFP as amended by the discussion and the draft transmittal memo was made by Commissioner Larrivee. The motion was seconded by Commissioner Bishop and it carried unanimously.

C. Downtown Transportation Plan Update

Modeling and Analysis Group Manager Judy Clark said her group has been requested to run a model to determine if a change in the cost of parking would affect transit ridership. She said for purposes of long-range transportation planning, the same parking rates had been assumed throughout the downtown. In reality, parking costs vary from location to location, from building to building, and even from person to person. For that reason, it makes sense to apply an areawide average when doing areawide modeling. The fact is that much of the short-term parking supply in the downtown is currently free to users. A supplemental model run was affected in which variability in parking costs was folded in depending on the location of the parking. The supplemental model run assumed reduced parking costs in the downtown core by 50 percent; reduced parking costs on the edges of the downtown to the 2010 level; and kept parking at Bellevue Square at no cost. As expected, the model showed a reduction in the number of transit trips from 62,000 to 30,000 daily, and an increase in the number of daily vehicle trips by a

corresponding number. By category, worker trips by transit dropped from 37,000 to 20,000; home-based other purpose trips by transit dropped from 17,000 to 6000; and non home-based transit trips dropped from 8000 to 5000.

Ms. Clark said the overall conclusion reached was that transit trips are sensitive to the price of parking. On average, daily transit ridership declined by 52 percent.

Commissioner Tanaka asked if parking in the downtown is subsidized by employers. Ms. Clark said programs vary by building and by employer. A change made to the IRS code several years ago means parking subsidies must be counted as regular income; the same is true for the value of bus passes provided by employers. The anticipation for the Spring District in the Bel-Red corridor is that employers will not provide parking at all for their employees.

Commissioner Larrivee questioned whether there are enough parking spaces in downtown Bellevue to accommodate some 30,000 additional non-transit trips daily. Ms. Clark said the number of parking stalls in the downtown stands at about 42,000, but the 2030 model year assumes an increase in the off-street parking supply with new buildings. She stressed that the total number of trips in the model do not necessarily equate to an equal number of vehicles.

Answering a question asked by Commissioner Larrivee, Ms. Clark said the supplemental model run was done on the assertion that the assumed parking costs shown in the initial model run were overly high, and that transit trips were exaggerated as a result.

Commissioner Bishop asked if staff had looked at the level of service changes that would accompany the increased vehicle volumes resulting from lower parking costs. Ms. Clark said that has not been done, and Commissioner Bishop said he understood that to be the bottom line of the exercise.

Chair Simas said it would be premature to ask staff to take that step before first coming to some conclusion about the accuracy of the parking rates. If the determination is made that the rates used in the original model run are reasonable, there would be no need to spend the extra time going in that direction.

Commissioner Bishop said daily transit ridership numbers in the 62,000 range are totally unreasonable and that is why he has been asking questions for the last six months and why he asked for sensitivity tests. The supplemental model run serves only to show that parking rates do indeed affect transit ridership. The basic question is what the impact will be on the level of service.

Chair Simas indicated support for the original parking cost numbers. The new numbers are interesting, but the original numbers more closely reflect what the reality will be in 2030.

Commissioner Lampe said it would be reasonable to conduct a sensitivity analysis on the vehicle trips. He noted that 2030 is 17 years away and any kind of modeling will return a range of expected outcomes. It would be interesting just to know what a plus or minus ten percent on the expected 2030 outcomes would do to the levels of service. Senior Planner Kevin McDonald said

there is quite a bit of capacity in the 2030 system based on the level of service calculations using the baseline assumptions on roadway capacity projects. There is even more capacity in the system when the build assortment of roadway capacity projects is considered. The resulting level of service in the downtown assuming the build projects is LOS D with an average delay of 56 seconds when all the intersections in the downtown are aggregated. The resulting volume of the transit riders that would convert to a vehicle is based on suppressing the parking cost would reduce transit ridership 30,000 per day, which would increase the vehicle volume by four percent. In the professional judgment of staff, there is enough capacity in the system to absorb even a four percent increase in vehicle trips in 2030. The Dynamic model run was not done based on the suppressed transit trips the parking cost sensitivity test showed.

Commissioner Bishop asked how much effort would be involved in running the Dynamic model given the new set of data. Ms. Clark said sensitivity tests usually are made by making factor adjustments without running the model. She said by actually running the model, the outcomes have more standing. Level of service has traditionally been calculated through the post processor, which is the method used for development review. Up until two years ago the only way to look at level of service was from the link-based BKR four-step model. The current plan is the first on which the Dynamic model has been used. Dynamic is much harder to code and change and would require a high level of effort and cost.

Mr. McDonald said when the effect on vehicle delay was studied by embedding the transit system data in the Dynamic model the results from that run did not show much of an impact on the overall level of service, but it took a great deal of effort to embed the detail in the model. It would take a similar level of effort to embed the suppressed transit ridership into the model.

Commissioner Bishop said his frustration rests on the fact that the map of the downtown intersections indicates only one LOS F intersection, even though currently there are dozens of LOS F intersections in the downtown. It is a very difficult transition to say that 20 years out, without doing much to change the traffic flow landscape, things will be improved. Mr. McDonald reiterated that modeling indicates the 2030 system capacity will be adequate and that the overall level of service would not be significantly impacted by reduced parking costs.

D. Downtown Transportation Plan Update

Mr. McDonald said staff has developed a set of criteria that can be used to evaluate potential locations where on-street parking can be added to the downtown street system. The parking consultant will conduct a field inventory and analysis and provide a summary of locations where on-street parking could be considered in the future. The data will inform the Downtown Livability and Downtown Transportation Plan recommendations. The concept of charging for on-street parking, which has been talked about by staff and the Council for many years, will also be considered.

Mr. McDonald said on-street parking is intended to serve the short-term parking of vehicles while their occupants patronize nearby businesses or visit residences. Such parking is typically time limited during certain days of the week. On-street parking spaces are designated, and their use is described, by city ordinance.

The parking issue is being addressed because the Council included the issue in the planning principles for the Downtown Transportation Plan. There is policy support in the existing downtown subarea plan to look at the supply and management of on-street parking in the downtown. The Commissioners were shown a map identifying the location of on-street parking and were informed that there are currently around 300 spaces. The public has been asked for their views of on-street parking in the downtown through the outreach efforts for the Downtown Livability initiative and the Downtown Transportation Plan update. Many of the comments received favor having more on-street parking, and there has been some support for adding parking meters in the downtown; comments have also been received that take the opposite view.

Mr. McDonald said some research has been conducted relative to the best practices employed by other cities relative to the use of curb space for on-street parking. The existing Downtown Subarea Plan includes the Great Place strategy of which parking is a component. One issue is that Bellevue's superblock grid limits the amount of available right-of-way that could be used for on-street parking. Preliminary ideas have been developed regarding objective criteria to be used in evaluating on-street parking options by staff and the parking consultant Rick Williams and Associates.

Mr. McDonald said the building sidewalk relationships document is adopted into the Land Use Code. It presents a category of right-of-way designations based on the intensity of the pedestrian uses along a given section of street. It makes a good starting point for thinking about the curbside space and whether or not it should be used for on-street parking. On the theory that on-street parking supports retail uses, on-street parking should primarily be located near retail uses. The criteria in the Comprehensive Plan related to the hierarchy and designation of streets in the downtown will be used to inform the location of on-street parking. Traffic volumes and levels of service are objective criteria that will be used, along with the frequency of transit serving particular streets. Engineering standards such as line of sight, traffic control devices, the physical dimensions of parking spaces, ADA considerations and bicycle facilities will all be factors affecting the outcome of the on-street parking study. For block faces considered to be eligible for on-street parking, criteria such as time of day will be a factor.

Commissioner Bishop asked if consideration has been given to weighting the different criteria. Mr. McDonald said that approach has not been considered. Were weighting to be considered, the impact on level of service would probably be paramount, particularly during the evening peak.

The presence of on-street parking can have a traffic calming effect and as such can support Downtown livability. It has been demonstrated that on-street parking provides a nice buffer between pedestrians and moving cars, so on-street parking can improve the pedestrian environment. On-street parking supports retail and service uses, and it provides for a sense of predictability for users. There is an interesting relationship between where bicycle parking has been installed and where on-street vehicle parking might also be appropriate, particularly near retail businesses and residential towers. Safety concerns will serve as an overall umbrella in deciding where on-street parking should be allowed.

Commissioner Jokinen asked if any of the 300 existing on-street spaces are pay spaces. Mr. McDonald said the city does not currently have any on-street pay spaces. The decision of whether or not to charge for on-street parking will be up to the Council, though recommendations will be formulated through the Downtown Transportation Plan update, though the policy recommendation will not include a specific analysis of how much to charge. Many cities use parking meter revenues to pay for enforcement, but some also use the funds to pay for neighborhood enhancements. The city currently spends about \$94,000 per year for parking enforcement.

There was consensus to include in the scope of work a thumbnail analysis of what revenues could be generated from the existing 300 on-street parking stalls as well as any additional stalls that may be created.

Commissioner Lampe said it was his understanding that in areas where there is on-street parking quite a few cars simply circle the block looking for parking. He asked if the increased traffic flow would get captured anywhere in the analysis. Mr. McDonald said the way the proprietary off-street parking currently works is that cars must drive between parking lots because the lot owners allow for parking only at their establishments, so there is quite a lot of driving around that occurs as a result. One way cities, including San Francisco, use technology to reduce driving around looking for on-street parking is to electronically embed sensors that tell the system where parking is located. A communication device is then used to indicate where parking stalls are open.

Mr. McDonald said a non-scientific study of the value of on-street parking to adjacent businesses in Bend, Oregon, concluded that each parking stall is worth \$46,000 based on the dollars spent in businesses after having first parked on the street. On-street parking carries with it different costs in different cities, varying from about half a dollar to four dollars per hour.

The Commission endorsed the preliminary criteria as presented, with considerations for weighting level of service as a priority, and siting parking where it could enhance safety and livability.

9. OLD BUSINESS

Mr. Krawczyk reviewed with the Commissioners the schedule and topics of discussion for the Commission retreat.

Mr. Krawczyk reminded the Commissioners of the need to conduct elections at the next meeting.

10. NEW BUSINESS - None

11. PETITIONS AND COMMUNICATIONS

Mr. Bruce Nurse, vice president of Kemper Development Company, 575 Bellevue Square, called attention to his comments on page 6 of the May 9, 2013, minutes and clarified that he opposed changing the Wilburton MMA from 0.90 to 0.95, suggesting instead that it either remain at 0.90 or be lowered to 0.85. He said clarified that during the Bel-Red corridor study Kemper Development Company testified in support of a change to 0.90 or 0.85. He also suggested that additional bike racks should be installed at city hall. Kemper Development Company is committed to and in favor of free parking, including off-street parking. Free parking is particularly important to retail and professional services. There are several problems associated with on-street parking, not the least of which is the fact that the superblock layout in Bellevue makes every square inch of the right-of-way precious. Bellevue is a subregional and suburban downtown; it is not Seattle or Portland, and no attempt should be made to try and turn Bellevue into a Seattle or a Portland. Bellevue has 42,000 parking spaces, only 300 of which, or seventh-tenths of one percent, is on-street parking. To get those on-street spaces requires the paying of a horrible price in taking away street capacity and reduced mobility. Seattle has some 55,000 parking spaces, ten percent of which are on-street spaces. On-street parking interferes with the free flow of traffic on the streets and often creates safety issues.

12. APPROVAL OF MINUTES

A. May 9, 2013

A motion to approve the minutes, incorporating the changes proposed by Mr. Nurse, was made by Commissioner Lampe. The motion was seconded by Commissioner Jokinen and it carried without dissent; Commissioner Larrivee abstained from voting.

13. REVIEW OF COMMISSION CALENDAR AND AGENDA

The Commissioners reviewed the calendar of upcoming meeting dates and agenda items.

14. ADJOURNMENT

Chair Simas adjourned the meeting at 9:42 p.m.